

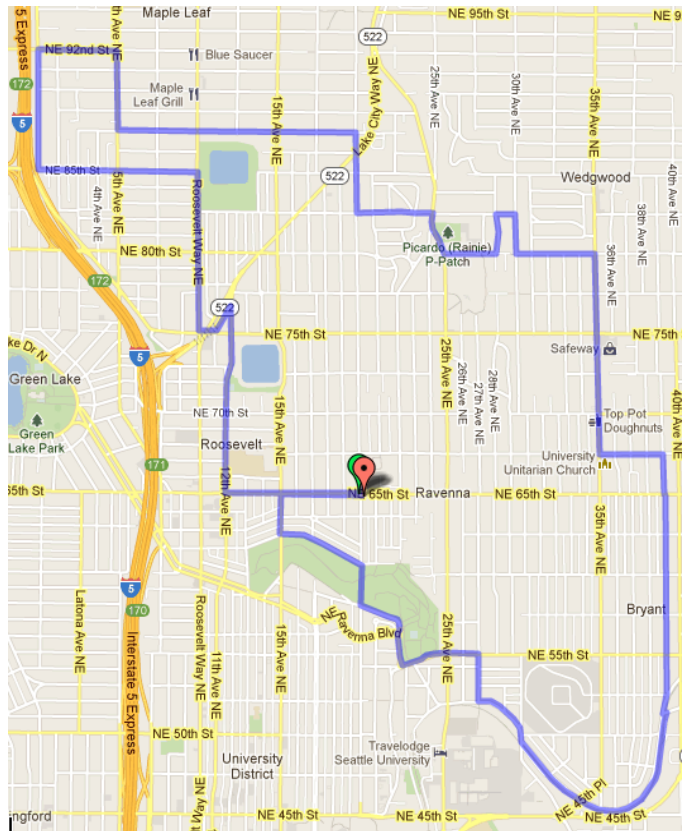
SEATTLE BIKEABILITY TOUR REPORT: NORTHEAST SEATTLE

Date of Tour: August 23, 2012

Purpose: To engage other organizations and members of the community in the update of the Seattle Bicycle Master Plan by identifying challenges and opportunities for enhanced connectivity, and increased safety and comfort for bicycle riders and pedestrians of all ages and abilities in and around the Northeast Seattle neighborhoods of Ravenna, Maple Leaf, Bryant, and Wedgwood.

Attendees: See Attachment A

Route:



General Recommendations:

- Consider converting some existing one-way streets into two-way for bikes only (remain one-way for motor vehicles) as a way of improving bicycle connectivity.
- Prioritize bicycle and pedestrian connections to destinations, such as parks, community spaces, schools, retail, etc.
- Consolidate parking on Roosevelt Way NE to one side of the street and install a north-bound bike lane, creating more space and improving safety.
- Focus on creating safe east-west bicycle connections throughout this large area.
- Add more safe north-south arterial crossings at busy and high-speed streets like NE 65th St and NE 75th St.
- Improve signalization (e.g. timing, bike detectors) at key intersections to better prioritize and accommodate bikes.

General observations: What is working well

There are some good routes

- The 39th Ave NE Greenway is going to be terrific. It's the perfect alternative to 40th Ave NE and a good way to access the Burke Gilman Trail.
- The new section of Ravenna Blvd NE is fantastic (until it hits Green Lake and becomes confusing), but overall it's a great facility.
- NE 55th St near NE Blakely St (west of 25th Ave NE) is an excellent bike lane facility.
- 1st Ave NE is a great facility with speed bumps and a 15 mph speed limit.

Signage is helpful

- Improved bicycle signage is great. We could further improve wayfinding by making them closer together to provide confirmation for those that are new to an area that they are still heading in the right direction.

General observations: What could be improved

Safe east-west bike routes are needed

- Facilities are needed on east-west streets like NE 45th, NE 50th, NE 65th, NE 75th and NE 80th.
 - Add a facility across I-5 at NE 80th St.
 - Consider an east-west facility on NE 68th St. There are a few steep sections and additional work (signals, improved crossings) would be needed at the cross streets but it could work well.
 - Crossing arterials in many places is difficult and would be improved with better signalization.

Pavement conditions are pretty poor in many places

- Eliminate expansion joints in the concrete as they interfere with the bike lane or position the slabs so that they don't interfere with the bike lane.
- Fill potholes and grind down exposed slab edges.
- Think about implementing street cleaning to clean up the roads. It would be both bike friendly and generate revenue from parking tickets.
- Restripe bike lanes more frequently.
- Prioritize bike lanes and signed bike routes for repaving projects.

Thoughts on neighborhood greenways and the Burke Gilman Trail:

- Let's make sure greenways are good transportation routes, provide a pleasant riding and walking experience, and that they connect to other places. The potential exists to build on the synergies of a greenway by including stormwater and native habitat improvements to enhance the overall experience for users and really help them live up to the name of "green" ways.
- When planning and building greenways, please prioritize routes to local schools, libraries, parks and other community amenities – places people want to go – as well as intra-neighborhood connections.
- Improving access to Magnuson Park through greenways or other facilities might get neighborhood families out of their cars for a relatively short trip.
- Improving access to Green Lake Park by improving the intersection at Ravenna Blvd NE and Green Lake Dr would have similar benefits.
- Burke Gilman crossings could be improved by clarifying prioritization for right of way – at the moment it's often confusing for both bikes and cars. Approaches with greater sight lines work best. In order to prioritize bike use, stop signs should be oriented to require cross traffic to stop, similar to the protocol now being used for neighborhood greenway designs.
- Transitions are not good and we often get a piece of a route, but still need to connect to places and the Burke Gilman Trail.
- Create more safe connections to the Burke Gilman Trail through a network of north-south greenways and other protected facilities
 - Example: North-south greenway on 27th Ave NE and a cycle track or buffered bike lane on NE Blakely St connecting to the Burke Gilman Trail.

Area: 12th Ave NE just south of NE 75th St

Observations:

- Lane is on the left hand side of the road until it becomes sharrow and then it disappears at Lake City Way.
- Very hard to cross over with the traffic and it feels very unsafe.

Specific Recommendations:

- Consider a painted bike lane or some other visible way to make it clear where the bike route goes.
- On many facilities, greater legibility for bikes and cars would help everyone. Bike boxes and green lanes can help with this.
- Add signage to direct cyclists over to Roosevelt so they can continue north. Show them the way through the alley pictured on the right.



Area: Roosevelt Way NE between NE 75th St and NE 85th St

Observations:

- Very narrow in some areas, dangerous when there is a lot of fast moving traffic.

Specific Recommendations:

- Remove a lane of parking to install a north-bound bike lane.

Area: Intersection of NE 85th St and 5th Ave NE

Observations:

- This is difficult to cross: you need to cross to the other side of the street, and hop up on the curb (there is no ramp), so going toward North Seattle Community College is difficult.

Specific Recommendations:

- Add a pedestrian signal and crossing at the NE corner.
- Add a bike sensor to crossing of 5th Ave NE at NE 85th St.



Area: NE 92nd St between I-5 crossing and 5th Ave NE

Observations:

- Pavement is in poor condition with many potholes and a lot of gravel as there are no sidewalks and no real transition from road to on-street parking.
- Heading west you reach a "Do Not Enter" sign at 5th Ave NE.

Specific Recommendations:

- Repave this important access point to North Seattle Community College and add a bike lane.
- Consider making NE 92nd St a two-way bicycle connection west after 5th Ave NE.
- Install sidewalks to stop the gravel spilling onto the road.

Area: NE 80th stairs up to 30th Ave NE

Observations:

- Stairs are currently the only direct way to continue along NE 80th St.

Specific Recommendations:

- Add a runnel or a ramp alongside the stairs.
- Install better lighting and/or reflective materials.
- Add signage to indicate which trail leads where.

Area: 35th Ave NE at NE 75th St and NE 80th St

Observations:

- There is a signed bicycle route on NE 80th St crossing 35th Ave NE.
- 35th Ave NE has a lot of activity and many destinations, including the Wedgwood Post Office and significant retail which creates a lot of in and out traffic. However, between NE 75th St and NE 80th St it can be very difficult to cross.



Specific Recommendations:

- Add a signalized crossing of 35th Ave NE between NE 75th St and NE 80th St.
- Pavement is poor condition, especially in and near bike lane. Expansion joints further complicates safe riding.

Area: NE 65th St from 25th Ave NE to Roosevelt Way NE

Observations:

- There is no bike infrastructure.

Specific Recommendations:

- Implement a road diet with one lane in each direction, plus a left hand turn lane and bike lanes. Parking would be on one side only with no restrictions.
- Prioritize east-west neighborhood greenways on nearby streets (NE 62nd/63rd, NE 68th) to improve bike access to Roosevelt business district, high school, and new light rail station.

Area: NE Blakely St between the Burke Gilman Trail and 25th Ave NE

Observations:

- NE Blakely St is home to some retail and service businesses and is an important connection between a potential greenway on 27th Ave NE, the Burke Gilman Trail, and the bike lanes on NE 55th St.
- NE Blakely St is relatively wide but currently has no bicycle infrastructure and is a fairly gravelly street.

Specific Recommendations:

- Install a buffered bicycle lane or cycle track from the Burke Gilman Trail to 25th and improve the street to reduce the amount of gravel on the roadway.

Area: NE 62nd St proposed greenway

Observations:

- NE 62nd St is a great potential greenway but it dead-ends at 22nd and has a very difficult crossing at 15th Ave NE. This low traffic street can provide an excellent through route and connection to both the Roosevelt area and the new Ravenna Blvd project.
- It is both a one-way and a two-way street.

Specific Recommendations:

- Even before a greenway is implemented, make the entire street two-way for bicycles only.
- Improve crossing at 15th Ave NE.

Attachment A

Bikeability Tour Attendees:

- Ellen Aagaard
- Barney Baker
- Leya Barr
- Janine Blaeloch, Lake City Greenways
- Ann Boyd, SBAB
- Allegra Calder, SBAB
- Brian Dougherty, SDOT
- Jonathan Freedman
- Nicholas Gassaway
- Catherine Hennings
- Max Hepp-Buchanan, SBAB
- Michael Hooning
- Joan Horn
- Elizabeth Isaacson
- Kathleen Johnson
- Lee LaCroix
- Sander Lazar, Cascade Bicycle Club
- Mike Leary
- Ronald Lewis
- Clint Loper, Walk Bike Schools
- Yuan Lung Luo
- Ints Luterts
- Ian Luttrell
- Matilda Luttrell
- Joseph Mabel
- Nathan Miller
- Matthew Monkress
- Joshua Newman
- Urania Perez
- Brian Pratt
- Andres Salomon, NE Seattle Greenways
- Erin Smith
- John Vander Sluis, SDOT
- Walt Hill
- Megan Wolfe
- Howard Wu, SDOT
- Dale Young

